

AX - I - DENT - AX

EMPLOYEES' MAGAZINE

United States Smelting, Refining and Mining Company
and Subsidiaries



Enter Into The
Spirit of Safety

Do Not Let "Safety First" Become a Meaningless Slogan nor Merely a Jest



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NOTES FROM COMPANY PLANTS

Volume 15

October - 1930

Number 10

The Success Family

The father of Success is Work.

The mother of Success is Ambition.

The oldest son is Common Sense.

Some of the other boys are Perseverance, Honesty, Thoroughness, Foresight, Enthusiasm and Cooperation.

The oldest daughter is Character.

Some of her sisters are Cheerfulness, Loyalty, Courtesy, Care, Economy, Sincerity and Harmony.

The baby is Opportunity.

Get acquainted with the "old man" and you will be able to get along pretty well with all the rest of the family.

—The Rotator.

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VOL. 15.

SALT LAKE CITY, UTAH, OCTOBER, 1930

NO. 10.

Sunnyside Mining and Milling Company Notes

By N. C. MAXWELL, Correspondent

School in Eureka is a larger institution this year than probably in the history of the place. An enrollment of 42 pupils is reported with everything going along in usual manner. Not many boys really enjoy going to school, although there seems to be more than usual enthusiasm displayed by the men of tomorrow.

Despite the ravings of the "Ax" correspondent, San Juan County pulled off another "Sheep Herders" blowout during August. In a district devoted entirely to mining, with no farming land, the high basins and mountain sides the only grazing land, it looks a little out of order, to our way of thinking, to have the one blow-out of the year labeled "sheep." In the past Labor Day was the "day," with rock drilling contests, tugs of war and forty other forms of amusement that assayed high in the spirit of contest and friendly rivalry. Truly the old days pass.

Out in our neck of the woods we are experiencing another march of progress that brings home the fact that the world "do" move. Talking pictures, as yet beyond our reach, are about to run the faithful old silents off the market. The silents we do have, are talkies cut down, and in some instances, it seems, almost out. We have played all of the old time favorites and until the way is opened for new equipment, must take what the other fellow offers in the way of pictures. In almost every instance the sales talk that goes with a picture is far better than the picture itself.

Since July Eureka has enjoyed a change in mail service that is an improvement over previous deliveries. Mail goes to Silverton in the morning and keeps moving. Incoming mail arrives in Eureka during the afternoon, and without delays of the past at Silverton.



Eureka Public School, Left Foreground; Sunnyside Mill, Left Center

John Turner, of the mill repair crew, limped around for several days after getting most of a Marcy mill liner on one of his feet.

Gus Anderson, long time carpenter at the mine, was forced to the hospital and a period of idleness. He recovered from his operation and is again on the job.

Claude Deering, of the repair crew at the mine, recently came near to a serious accident to one of his hands when engaged in handling one of the heavy transformers on a rush job. As it was, a few days rest and treatment repaired the damage.

W. F. Nobs, manager of the Empire Star mine, Grass Valley, California, spent a few days visiting Manager J. J. Shaw. They are friends of old days and places.

Again something new for "Ax" readers. This time motor boating at an altitude of 12,000 feet. Some of the boys at the mine recently procured a motor boat for use on Lake Emma, a beautiful body of water at one side of the mine camp. In summer time, a short season at best in this country, this form of amusement offers something entirely new. The boat will accommodate several passengers and is in almost constant demand. Moonlight rides also are popular. As the mine is strictly a man's affair, the romantic side of riding on the waters of this sparkling lake is somewhat below the general average of other and more pretentious resorts.

C. V. Telk, chief electrician, is nursing a badly injured eye, the result of an unusual happening. In doing some electrical work in the mill and near the place where a Marcy mill was being relined, he stepped to a point near it. As it turned out, he was in time to meet a piece of steel from the hammer of one of the mechanics, which struck his left eye. The eye ball was badly cut and bruised but the sight appears to be uninjured.

R. J. Brady, of the Eureka office, allotted a portion of his vacation for a necessary operation for sinus trouble. His first work was done at Durango and was followed by a relapse. His second operation was at Denver with a few days of improvement but followed by another relapse. Last reports were that he was improving at a Denver hospital and expected to return to Eureka within a short time. A tough break at best.

The past summer did not offer quite the usual amount of lightning but enough to raise all sorts of trouble at the mine. One

storm caused three "direct" hits, each doing its share of damage. The first to get it was a transformer in a bank of big fellows. The second shot got into a smaller set of transformers. The third shot got mixed up with the haulage lines and set a motorman off into the ditch, but without injury.

The mine was down for about thirty-two hours as a result of the first shot and fast work was done to keep the period of idleness to this limit. Transformers were secured at Silverton. These had not been in use for several years and it was necessary to "dry" out and test them before loading for haulage to the mine. A seven ton Coleman truck owned by the Shenandoah-Dives Mining Company, was secured and the load was delivered at the mine without mishap. A man riding the truck said it took seven hours to climb the hill, and about forty-five minutes to return to Eureka.

Mine electricians were assisted by repair men and the damaged transformer was out of the way when the relief machines were delivered at the mine. Quick work by everybody had the wheels turning and business going on as usual. There is a lot about electricity that the average man does not understand, and on occasions as above related, the informed man is at a loss to know just why arresters and other safeguards do not handle everything in the way of lightning that comes along. Probably a dozen times all is well, the thirteenth time, a lot of grief. Not being able to write technically, I will let the "belief" of those accustomed to this sort of thing furnish the reasons. A long time employe of the local power company told the writer that "direct" hits just about told the story.

Louis Wyman, of the mill repair crew, took time out for a round with doctor and hospital at Durango.

Albert Gray, who is a student in engineering at an Oakland institution, is spending a vacation with his parents and is engaged in his line of work in the mill.

George Gallagher, of the Eureka Machine Shops, was in California at vacation time and on his return was accompanied by Mrs. Gallagher and children who had been in the Los Angeles section for the past year. The twin boys, "Tiny and Big," got their first impressions of school while in the west and are following up this beginning in the Eureka school.

A recent "Ax" contained notes of weddings of Sunnyside employees. A follow up will be to say that in each instance a substantial remembrance was forthcoming—solid silver, tableware and furniture, as tastes indicated. A liberal bunch, these Sunnyside men.

A. B. Harper, a five year Sunnyside man, and family visited his old Texas home. Aside from the extremely hot weather in that section, the trip was a success. They traveled via Ford and highway.

Several changes are being made in the boiler plant required to heat the mill and other buildings at Eureka. Two boilers that have been in use for a number of years are being replaced with two boilers in the same building. A mechanical stoker, "Iron Fireman," will be installed on one of the new boilers as soon as the brick and pipe work is completed. A saving in fuel costs is indicated in addition to a less expensive system of operation, upon the completion of the work under way.

The past summer netted exactly one dance at the Sunnyside club. A dance by the Silverton Baseball team a few weeks back was well attended and thoroughly enjoyed.

Messrs. Patriquin and Gange, auditors, are engaged in the usual inspection of books and records at the Sunnyside. Mrs. Gange is also here for her first visit to this section. Mr. Patriquin, who recently returned from a trip to Alaska, reports Messrs. Harlan and Linck, former Sunnyside men, in fine shape at their northern locations. We are sorry to note, however, that reports from Dave Lyon, also a former Sunnyside man, are that he is in the States for medical treatment. We are for Sunnyside men, any time and any place.

Manager J. J. Shaw made a business trip to Denver a few weeks back and traveled via bus to Montrose and train to destination. Summer rains made highway conditions too uncertain to drive all the way.

"Dick" Cram, of the mine warehouse, spent his vacation with his family at Durango. A goodly portion of his time out was spent in fishing in a favored La Plata section.

G. W. Johnson, of the Eureka Machine Shop, recently moved his family to Eureka from Silverton where they had been living since coming to this section early in the present year.

News Notes from Bingham

By CHARLES E. BRAY, Correspondent

Jim Thomas, mine foreman, spent the major portion of his vacation here in Copperfield with occasional trips to the city, but thought it best to remain close to home and get rested up for another grind.

William Trevarthen and wife recently returned from a vacation trip to Ely where Bill visited his brother who operates a ranch in that vicinity. Bryce Canyon and the Mt. Carmel Highway at Zion Canyon were also visited and Bill reports that everyone should make a special effort to visit these sections.

Roy Bosworth motored to Portland and Seattle during his vacation and states that the Columbia River Highway is one of the most beautiful sights he has ever seen. Roy visited relatives whom he had not seen for a considerable time and had a very enjoyable trip.

Noel Christensen took a portion of his vacation and reported some excellent fishing on the Strawberry.

Frank Hoine, formerly superintendent at the United Idaho Mine at Gilmore, Idaho, is now located here in the capacity of assistant to Mr. Walker and his pleasant nature has won a host of friends.

H. S. Worcester is a recent arrival at this property and will assume charge of leasing operations. Mr. Worcester was formerly superintendent of the Rico Argentine Mine at Rico, Colorado, and is engaged at present in converting the old air hoists at the Old Jordan and Telegraph shafts to electric operation.

The new bank of transformers at the new sub-station, located at the portal of the Niagara Tunnel, was cut over on the 16th of September and everything was found satisfactory.

The sinking of the main Niagara No. 2 shaft is progressing very nicely. This shaft is of three compartments and measures 15 feet by 6 feet over all. The depth has been increased on an average of 16 feet per week and to date has reached a point 210 feet below the 1200 level. Two shifts are employed on this work and they are breaking on an average of 4½ feet per round by drilling 24 holes, the "V" cut holes being drilled with seven-foot steel.

All raw materials for engineering work come from three sources—the farm, the forest, and the mine.

How to Read the Papers

In the August issue Mr. Robert C. Elliott, Managing Editor of the Salt Lake Telegram, wrote an illuminating article on "What Do You Learn From the Newspaper?" Directly Mr. Elliott pointed out the value of material contained in the average newspaper; his comments would serve as an excellent guide for the ordinary reader. Editors read their own newspapers and other newspapers to obtain material for part of their editorials. What is good for an editor is good for the ordinary reader from the informative side at least. What the editor, as a reader, should retain, according to the late Joseph Pulitzer, Publisher of the New York World, is told in a letter written July 30, 1910 to Charles M. Lincoln, Managing Editor of the New York World at that time.

"How to read the papers, how, in fact, to think when taking part in the news machine. Concentrate your brain upon these objectives:

"1st. What is original, distinctive, dramatic, romantic, thrilling, unique, curious, quaint, humorous, odd, apt to be talked about, without shocking good taste or lowering the general tone, good tone, and above all without impairing the confidence of the people in the truth of the stories or the character of the paper for reliability and scrupulous cleanness?

"2nd. What is the one distinctive feature, fight, crusade, public service or big exclusive? No paper can be great, in my opinion, if it depends simply upon the hand-to-mouth idea, news coming in anyhow. One big distinctive feature every day at least. One striking feature each issue should contain, prepared before, not left to chance.

"3rd. Generally speaking, always remember the difference between a paper made for the million, for the masses, and a paper made for the classes. In using the word masses I do not exclude anybody. I should make a paper that the judges of the Supreme Court of the United States would read with enjoyment, everybody, but I would not make a paper that only the judges of the Supreme Court and their class would read. I would make this paper without lowering the tone in the slightest degree.

"4th. Accuracy, accuracy, accuracy. Also terseness, intelligent, not stupid, condensation. No picture or illustration unless it is first class both in idea and execution.

"This is roughly dictated in the automobile and should be continued. When you come to serious, heavy matter, towards which you have a manifest bent, please exercise your faculty by putting upon the headlines, however roughly, merely guessing the percentage of world readers apt to read things on corruption,

graft, politics, legal dissertation, flabby interviews with nobodies."

WE HAVE SAW WORSE

One of whom was a school superintendent.

"The news editor of a western newspaper recently received a letter from a woman, applying for a position on the editorial staff, in the following terms, accurately reproduced herewith:

"I have took 3½ yrs. of work at the University of ——— school of journalism, and feel I know something about writing. Please advice me about what you pay, and when is the final dead line for your paper. Also should I fone you should circumstances warrent. I would take the place of my husband who will not be in town much this wntr. As you know, he always give you good service, and I could get the news while it was fresh, the same as him."

"I know that this letter is authentic, but do not vouch for the truth of the assertion that this 'dere mable' actually spent 3½ years in a state university school of journalism with such a doleful result. It seems incredible and there is no disposition here to throw her letter to the breeze as a slam against college training for journalists. My experiences with graduates of schools of journalism have been uniformly satisfactory. Her letter implies that the author spent 15½ years as a student in elementary and high schools and the state college. I do not believe it. One, naturally deficient, might always spell 'warrant' with an 'e' but it is too much that to poor spelling, anyone with such experience could add such execrable construction, not to mention bad taste. Journalism courses are usually two full years. The fraction which 'dere mable' offers is a suggestion that her instructors did their duty, at least six months before commencement."—Marlen Pew in Editor & Publisher, The Fourth Estate.

"Safety First" More Than a Slogan

By FRANK H. PROBERT

Dean, College of Mining, University of California

The hackneyed catch-phrase, "safety first," appealing as it was when first used, has become commonplace and may have lost its punch; it needs reiteration, emphasis and elucidation.

Safety first is more than a slogan; it is a prayer for protection from folly and carelessness; an invocation for men, women, and children to preserve what they possess and can never regain if lost; a petition to the heedless to see that their recklessness destroys no one's life, limb, or happiness. Man can not rebuild a human body or replace a soul. The conservation of human life is an industrial issue and all accidents are an injustice and an economic waste. The human unit has a value in the eyes of the world above property, above institutions. The wheels of industry stop when the life of the meanest workman is thought to be endangered. This holds true no matter what the urge for output, no matter what the damage to property, no matter what the loss or cost is to company, community or state in all occupations save that of a soldier. The cry, "Man Overboard," will stop the leviathans of the deep, a fire alarm disturbs business procedure, a mine accident is far reaching in its effect. The United States has abundant mineral resources upon which an intense and competitive industry has been developed. We need men to keep up the pace in the international race for supremacy. Our wealth is not alone in our natural resources but in our people. Industry carries a costly expense account of inefficiency and absenteeism because of accidents. The mining industry directly touches over 2,000,000 workmen, including their families, 9 per cent of the entire population of the United States. Indirectly all civilization is dependent upon mining.

The causes of mine accidents are the inherent risks of occupation, defective materials, rapidity of working, deficient illumination, inadequate ventilation, unfamiliarity with working places and methods used, carelessness and recklessness, ignorance and indolence, disobedience to orders, physical condition of workmen, faults of management, faults of co-laborers. Half the accidents occurring in and around mines are preventable. The "safety first" movement is the outcome

of studied investigation, but in the pursuit of this reform there may be danger of going too far. The idealist will urge refinement of methods such as will inspire too great confidence in the workmen and perhaps make them careless in their false security. The manager, on the other hand, may be so desirous of increasing profit that he, even though recognizing the necessity of protection, postpones action because of initial cost. A balance must be established between these two extremes. Any system of safeguarding employes that minimizes the sense of personal responsibility tends to increase casualties. The onus rests on both employer and employee.

Safety work is not merely mechanical nor legislative, it is largely educational. With careless workmen all the devices and all the laws of the legislators will not prevent accidents. Men must be trained to think and act properly at all times. Possibly the nature of mining work and the environment in which it is done invites thoughtlessness or encourages the taking of a chance—a short cut. This may be due to ignorance, to recklessness, to lack of forethought, but it should never be mistaken for bravery. A man is worse than a coward who, in order to save himself slight effort, will endanger the lives of others. The principles of saving time are often applied unintelligently and may end disastrously for the offender, his associates, the industry and society. Better lose a moment than a finger; the day has 1440 minutes, the hand but five fingers. Carelessness is a disease, and many of us are afflicted without knowing it. Education and personal discipline alone will cure it. Not infrequently the innocent suffer for the guilty. The child of a careless man is almost an orphan. Every man in or around a mine should discipline himself into a right mental attitude towards "safety first." He should be willing to obey orders, capable of understanding orders, and do the proper thing at the right time and regardless of whether he is being watched. No one has such a charmed life that he is immune to accident or injury. Agility counts for little if alertness is lacking. We need safe men as well as safe mines, although it can not be

gainsaid that well-kept working places pay bigger dividends than well-kept hospitals and cemeteries. The safety device and the human element are the important factors.

A man well trained in safety may be classed as an efficient employe no matter what work he does. By training is meant something definite and specific, not alone the distribution of "safety first" literature or the indiscriminate posting of signs and slogans. Men working underground nowadays are assigned particular tasks; the miner seldom mucks and trams his own dirt; the timberman does not run the drill. Each man in addition to knowing the mine should know the hazards of his job. Studying accidents may be too late; best study the hazards. It is better to take pains in preventing accidents than to suffer pains as a result of them.

Unfamiliarity with the mine and inexperience with the ground is a prolific cause of accidents. A recent study of employment and accident records of two large mining companies showed that injuries occurring during the first two months of employment numbered 48 per cent; for the first two weeks 20 per cent. The proper hiring and firing of men are phases of the safety problem; a high labor turnover is conducive to high accident rate.

The whole problem is exceedingly delicate, the phrases "safety first" and "stop, look, and listen" have been grossly overworked; they startle rather than teach; by constant repetition they may defeat their purpose. They may do violence to the innate spirit of adventure deep seated in all men. Education is the process by which one becomes fitted to experience the satisfactions of life in the fullest and deepest sense. The spirit of caution should enter into man's activities, not born of fear or apprehension, nor prompted by slogan, but an alert, operative caution engendered by knowledge and understanding. He is free from harm who, even when safe, is on his guard. The spirit of safety is more potent than the safety device.—California Safety News.

ASBESTOS WHISKERS

At Des Moines, Ia., an ordinance rules that all fathers undertaking the role of Santa Claus on Christmas, must wear asbestos whiskers to avoid danger of fire.

THE 1931 LICENSE PLATES Decisions Reached by Many States Show Numerous Changes

Many motorists recognize cars as coming from certain states by the combination of colors used on license plates, believing that each state has a distinct and different scheme. This is not the case, however. Quite a few of the states use the same combinations. All the states have now decided on their color combinations for 1931 except Missouri and Oregon. Thirty-five states have changed their combinations and thirteen states including the District of Columbia retain last year's colors except to reverse them as to background and lettering. The volume of this business runs into millions of plates and decisions must be made far in advance in order to admit of plenty of time for manufacturing purposes. The decision as to color combinations according to a survey of the American Automobile Association is as follows:

Five states, Arkansas, Idaho, Maine, Minnesota, and Texas have white on black, and five have white on green, Georgia, Kansas, Massachusetts, Washington, and Kentucky.

Three have black on orange, Arizona, Nevada, and Virginia. Three have white on maroon, Connecticut, Florida, and New Jersey. Three have yellow on black, Oklahoma, Tennessee, and District of Columbia, and three have black on white, Montana, Rhode Island, and South Dakota.

Two will use white on blue, Louisiana and Vermont. New York and New Mexico will have black on yellow, while North Carolina and West Virginia will have old gold on black. Wyoming and South Carolina will have green on gray.

Alabama—orange and green.

California—orange on black.

Colorado—black on sienna.

Delaware—colonial blue on old gold.

Illinois—black on light green.

Indiana—dark blue on old gold.

Iowa—blue on white.

Maryland—white on red.

Michigan—red on black.

Mississippi—white on yellow.

Nebraska—red on light gray.

New Hampshire—green on white.

North Dakota—tan on blue.

Ohio—black on gray.

Pennsylvania—black on aluminum.

Utah—Black on aluminum.

West Virginia—old gold on black.

Wisconsin—yellow on blue.

Safeguard Yourself Against Fires

It is appalling to read the records showing the enormous destruction of human life and property annually resulting from fires that could have been prevented.

Fire is one of our most important essentials, indispensable for human welfare, and every hazard connected with its use can be readily controlled by the exercise of ordinary carefulness.

Fire, without safe control, becomes the most destructive agency we have to contend with in our daily lives.

Fire Hazards in the Mineral Industries

To appreciate the hazard of life and property resulting from destructive fires, it is necessary to review the past records of the mineral industries to obtain the information that will bring forcibly to our attention the great need for additional care and protection.

The list of disasters includes practically every branch of the mineral industries, coal, metal, and non-metallic mining, petroleum, gas, etc.

The greatest disaster on record resulting from a fire occurred November 13, 1909, at St. Paul No. 2 Coal Mine, Cherry, Illinois, when 259 lives were lost. Similar disasters resulting in the loss of fewer lives have occurred with amazing frequency before and since this disaster.

While fire hazards require constant attention every hour of the day and every day in the year in all industries, it is important to organize and conduct a fire prevention safety campaign during the month of October to further educate all mine and plant officials and employees in the best methods of combating and controlling fire hazards which are plainly in evidence in every industry.

Such a campaign will insure the maximum cooperation in safeguarding the human life and property involved. All employing companies should secure the assistance of state, insurance, and local fire inspectors in conducting this campaign.

Fire Hazards in Public Places

It is the civic duty of every citizen residing in the community to make certain that every place of public assemblage which he or the members of his family frequent is safe and free from fire or other hazards. This includes schools, auditoriums, meeting halls, theaters, and even churches.

Think of the long list of disasters that

are occurring every year in which life is lost, property destroyed, and not infrequently the homes and business houses of the entire community menaced by a destructive fire that should and could have been prevented if every citizen was actively interested in community safety.

Millions of children will be returning to school in the early fall, who are depending on their parents, and others, for their safety. What precautions have you taken to make certain that the school and other places they frequent are safe? Here is a splendid opportunity for the services of an energetic committee to cooperate with the local school boards, local and state fire inspectors, and arrange for a thorough inspection of all such places, and report the results to a regular meeting called for this purpose. Such cooperation will be appreciated by the officials, increase the community pride, and give that feeling of security to everyone residing therein.

Fire Hazards in the Homes

Safety, like Charity, should begin at home, yet our records show that in no other country in the world are the people so reckless and careless as they are in the average American home, in which approximately 25,000 lives are lost annually. About 15,000 of this number are caused by fire. The number of homes destroyed by this cause every year is evidence of the prevailing carelessness. The economic losses resulting from the destruction of homes and business places are evidenced by the high cost of fire protection insurance which can only be reduced by affecting a general reduction in the number of destructive fires annually occurring.

Nothing can bring more grief to the people of a community than to witness the loss of life from this cause. Most frequently, it is the life of a helpless child who had every right to protection from such a death.

All parents should be requested to make a rigid inspection of their respective homes for fire hazards during the month of October. Community fire inspectors should be provided to assist where necessary, and special meetings arranged to acquaint everyone with the importance of safeguarding the home from preventable fires.—Holmes Safety Chapter Notes.

AX - I - DENT - AX

SAFETY FIRST

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PUBLISHED ONCE A MONTH FOR THE
EMPLOYEES OF THE UNITED STATES SMELTING,
REFINING AND MINING COMPANY AND
SUBSIDIARIES, IN THE INTEREST OF SAFETY,
WELFARE AND TECHNOLOGY.

Salt Lake City, Utah, October, 1930

SAFETY FIRST

Every month dozens of articles, some long and some short, are sent to the Ax-i-dent-Ax, dealing with safety in industry. Automobile associations, safety officials and, in fact, all who are associated with this phase of welfare activity, are likewise recipients of many communications dealing with their particular fields.

The highways and streets are literally filled with square signs, hexagonal signs and signs of other distinctive shapes, warning autoists to stop, slow up, drive carefully or that they are approaching a curve, a dip, a narrow bridge or something else. City street signs, also red, green and yellow lights are intended to serve a dual purpose—warning pedestrians as well as autoists. A "Winding Road" sign usually indicates what its name stands for; occasionally this is the last thing the tourist reads before he jumps off a sharp curve.

Entrances to industrial plants and most of the blank spaces inside are plastered with safety slogans and bulletins, also pictures of various parts of the human anatomy,

showing how these look after contacting a saw, fly wheel, press or some other mischievous mutilating device. If employes wore the goggles, muzzles, safety specks, head gear, iron shoes, shin guards and other attire provided by the various companies, the bunch at work would resemble deep sea divers or the German Army during a gas attack.

Neither have the papers been remiss in giving places, names, addresses and full details of all sorts of accidents, since this makes good copy. The National Safety Council listed some strange accidents, based on claims of an insurance company. Some are as follows:

A man lost his front teeth when the baby broke them with a milk bottle; another man was injured while attempting to lift a horse onto an operating table; one individual swallowed a tack when someone hit him on the back; swallowing false teeth while sleeping accounted for another mishap; a farmer broke his foot by kicking at a recalcitrant pig; a bottle, while being scalded, exploded, burning and cutting the one cleaning it; a real executive broke his hand by pounding too emphatically on the desk; one man brought a claim on behalf of his daughter, who poked a sardine can into her right ear; two men had ribs broken through girls hugging them too vigorously; another swain held a young lady on his lap until his legs were numb, they gave way when he arose and he sprained his ankle; a male dancer lost his ear drum when a hairpin in the head of an old-fashioned girl pierced it; a man and his wife apprehended the house dog in the act of stealing a roast chicken, both grabbed simultaneously to save it and a carving knife in the hand of the wife cut off the husband's finger; "believe it or not," a man received a sharp electric shock in the bath tub, slipped and fell out of a window.

In spite of admonitions of every sort, "regular accidents" over the country are increasing, to which are added the weird ones like those listed above.

In this issue an article appears by Dean Probert of the University of California. From a reading of it, we were inspired to give this number its name with unusual trimmings. Has "Safety First" as a slogan lost its kick? If so, what shall next be done to agitate, intimidate, persuade, educate, startle or prod the human race into a safety-minded attitude?

Midvale Mill and Smelter News

By F. M. WICHMAN, Correspondent

We are glad to see Charlie Canning back on the job again after a long illness.

Bob Foord is taking Ray Fenn's place in the concentrator office while the latter is away on his vacation.

Dave Nielson is dividing his time between smelter work and work for the Utah Railway in the Salt Lake engineering office.

Denzil Watts received honorable mention in the Tribune Flower Garden Contest.

Jim Lundberg, "potato king," announces that potatoes will soon be ready for digging. Bring your sacks, boys. (Payment for this advertisement may be made in potatoes.—Correspondent.)

As was to be expected, the assay office bunch came back from their vacations with the usual run of fish stories, the fish, of course, getting bigger with each story. When Everitt Bird was taken to Salt Lake to compare his catch with the whale on a railroad car, he said that the one that got away from him was as big as that.

The smelter combined with the U. S. Fuel Co. this year to make an attractive display at the Utah State Fair. Two adjoining booths were obtained. The ugly brick walls were covered with wall-board and prettily papered and lighted. A handsome fireplace was built by Manasseh Smith, mason foreman at the smelter; Mr. Crawford of the U. S. Fuel Company kept a cheerful fire going with King Coal. Over the fireplace a large painting of "Old King Coal" attracted considerable attention. A number of plants, comfortable chairs and couches added to the attractiveness of the exhibit. The other booth contained a handsome mineral cabinet with the illustrated flow-sheet of the smelter, two full size lead anodes, pictures, etc. Next to our booths, Boyd Park, jeweler, had a handsome and instructive display of Sterling silver. This was particularly interesting because of the present movement to boost the popularity of that metal.

Duck hunting has been the main diversion from smelter work during the past week. Myers and Clyde Canning brought back the limit on the first day and many others had good luck.

The following story comes from the assay office. Its authenticity is not vouched for by the correspondent.

Ray Wagstaff made an application for civil service examination. The examiner asked him the following questions:

"Have you read the Constitution of the United States?"

"No, sir."

"Have you ever read the history of America?"

"No, sir."

"Have you ever read Robinson Crusoe?"

"No, sir."

"What the devil have you read?"

"I have red hair on my head."

U. S. EMPLOYEES BENEFIT FUND

The following claims were approved in September, 1930, at the Midvale Plant:

Joseph Goff, 13 days, final pay.....	\$10.00
Tom Starkovich, 71 days, part pay..	68.00
Chas. A. Canning, 76 days, part pay	73.00
Thomas M. Allsop, 15 days, final pay	12.00
Ernest Cushing, 29 days, part pay....	29.00
Henry M. Jacobs, 10 days, part pay	10.00
Lloyd Mackey, 13 days, final pay....	10.00
Flowers for Jones funeral.....	4.00
Elmo R. Morgan, 62 days, part pay..	59.00
Alex Stetic, 42 days, part pay.....	39.00
Wilford Jensen, 7 days, final pay....	4.00
James E. Jenkins, 64 days, part pay	61.00
Earl Jenkins, 8 days, final pay.....	5.00
George Pappaganis, 20 days, final pay	17.00
Wm. Young, 22 days, part pay.....	19.00
Tom Starkovitch, 12 days, final pay	12.00
Chas. A. Canning, 13 days, part pay	13.00
H. M. Jacobs, 13 days, part pay.....	13.00
Ernest Cushing, 13 days, part pay....	13.00
Total	\$471.00

U. S. MINERS WIN

James Williams and Alfred Nelson of the U. S. Mines, United States Smelting, Refining and Mining Company, won first place in the annual mucking and drilling competition at the Utah State Fair on Wednesday, October 8th. Williams and Nelson drilled a hole in Big Cottonwood granite 15 $\frac{1}{8}$ inches deep in ten minutes. They received a prize of \$100.00 in silver.

Schoolroom

She Was Safe

Margaret: "Can a person be punished for something he hasn't done?"

Teacher: "Of course not."

Margaret: "Well, I haven't done my geometry yet."

One on Dad

Teacher: "Tommy, your arithmetic paper is very poor. I shall have to write your father."

Tommy: "Give him fits, teacher; he did that paper."

All Together

Teacher: "Tommy, can you tell me one of the uses of cow hide?"

Tommy: "Er, yessir. It keeps the cow together."

No Claim to Originality

Louise had just read her composition and her teacher said:

"That is good, Louise. Is it original?"

"No, I made it up."

Practical Hero

Teacher: "Tell us, Harold, how you were brave enough to risk your life to save your friend."

Harold (breathlessly): "I had to; he had my skates on."

The Difference

Teacher: "What is Boston noted for?"

Johnny: "Boots and shoes."

Teacher: "Correct. And Chicago?"

Johnny: "Shoots and booze."

Let It Go at That

The teacher was giving a lesson on the creation. Johnny interrupted with the remark: "My father says we are descended from apes."

And the teacher replied: "Your private family matters have no interest for the class."

Get Out

St. Peter: "Who's there?"

Voice without: "It is I."

Peter (peevd): "Get outa here; we don't want any more school teachers."

Even Break

English Professor: "Correct this sentence: 'Before any damage could be done, the fire was put out by the volunteer fire department.'"

Student: "The fire was put out before any damage could be done by the volunteer fire department."

Perfect Mark for Johnny

Teacher: "Johnny, to what class of animal do I belong?"

Johnny: "I don't know, teacher. Pa says you're an old hen and Ma says you're an old cat, but I think you are a dear."

Presence of Mind

A student arose from his table in a fashionable dining room and walked toward the door.

He was passing the house detective at the entrance when a silver sugar bowl dropped from his bulging coat.

The guest glanced calmly at the officer, then turned with an expression of polite annoyance toward the occupants of the room. "Ruffians," he said, "who threw that?"

Efficiency Device

Willie: "What are you stringing those wires for?"

Workman: "Putting in an electric switch."

Willie: "Huh! I don't care—I'm leaving this school, anyhow!"

Modern Wise Men

Teacher: "Who were the three wise men?"

Johnny: "Stop, Look and Listen!"

Just Think So

"Why do they call ships she?"

"Because sailors think they can handle them."

"In America," says Odette Myrtle, "everything is either lousy or marvelous." Sorry to have to correct you, Myrt, but there is one other word in the American vocabulary. It's "wonderful."



Courtroom

Good Judge of Strength

The Judge (to large fat perspiring colored gent: "Well, Sam, and what are you here for?"

Sam: "Well, Mr. Judge, I'se here for fragrancy."

Judge: "Yes, and strong enough to do about 60 days on the rock pile."

Wise Man

The prosecuting attorney had encountered a rather difficult witness. At length, exasperated by the man's evasive answers, he asked him if he was acquainted with any of the jury.

"Yes, sir," replied the witness, "more than half of them."

"Are you willing to swear that you know more than half of them?" demanded the man of law.

The other thought quickly: "If it comes to that," he replied, "I am willing to swear that I know more than all of 'em put together."

Who Gets It?

A Colorado man died and his will provided that none of his property "be sold to an Englishman, Roman Catholic, Democrat, or to a person from or living in a state that seceded from the United States."

Just Polite

"You have heard what the last witness said," persisted the counsel, "and yet your evidence is to the contrary. Am I to infer that you wish to throw doubt on her veracity?"

The polite young man waved a deprecating hand. "Not at all," he replied. "I merely wished to make it clear what a liar I am if she's speaking the truth."

Had Been Ward Chairman

An attorney in a suit before a country justice of the peace moved dismissal on

the ground of insufficiency of evidence, whereupon the justice with grave and austere mien looked over the top of his spectacles at the attorney for the plaintiff and asked: "Do I hear a second to the motion?"

That's What I Ax You, Is You?

A colored woman separated from her honey boy for some time wrote to an attorney: "I heard they was a divorce come for Rastus—did it is he got it was it his."

Snappy Sentence

The prisoner's eyes sparkled when the prosecutor asked the automobile dealer charged with assault and battery:

"Your name, occupation, what's the charge against you, and what is your plea?"

Accused: "My name is Sparks, I'm an electrician, I'm charged with battery, and my plea is nolo contendere."

Judge: "Slap the prisoner into a dry cell."

A Conscientious Jury

Judge (after charging jury): "Is there any question that any one would like to ask before considering the evidence?"

Juror: "A couple of us would like to know if the defendant boiled the malt one or two hours, and how does he keep the yeast out?"

Did and Didn't

Judge: "The police say that you and your wife had some words."

Prisoner: "I had some, but didn't get a chance to use them."

Small Helping, Please

"Have you anything to say, prisoner, before I pass sentence?" asked the judge.

"No, your honor—except that it takes very little to please me."



Utah Railway Company Notes

Provo, Utah

By THOMAS SCHOTT, Correspondent

J. B. Warren, Chief Clerk to the Joint General Foreman, and his wife rounded out a two weeks' vacation ending Monday morning, including a rail trip to San Francisco where they visited with his brothers, Earl and George Warren, formerly employed by the Utah Railway and Los Angeles and Salt Lake Railroad Companies, respectively. After a brief visit Earl and wife departed by steamship for a vacation in Vancouver, B. C. George and Joe with their families traveled by rail to Los Angeles, from there to San Diego, Tijuana and Aqua Caliente, Mexico.

W. J. West, Field Representative for the Railroad Oxweld Service with headquarters at Los Angeles, was at Provo Joint Shops on business September 23rd and 24th. Mr. West recently moved to Los Angeles from San Bernardino.

Mr. L. F. Wilson, representative for the Hancock Inspirator Company Sales Department with offices at Chicago, was a caller on business at the Joint Shops September 17th.

Trainmaster J. T. Wardenburg and Road Foreman of Engines, W. A. White, for the Los Angeles and Salt Lake Railroad Company, Salt Lake Division, were at Provo Joint Shops on business September 5th.

Maintenance of Way and Structures Engineer C. E. Beveridge, located at Martin, arrived at Provo September 5th on motor car 020 where he was joined by our late Auditor V. B. Hjortsberg, and Mr. Doak, Auditor for the United States Smelting, Refining and Mining Company at Boston, who made the trip by rail motor car to the Kingmine District.

We deeply regret the sudden passing of Mr. Hjortsberg a few days later. A well attended funeral was held from the Masonic Temple in Salt Lake City. "Vic," as he was more affectionately known to his friends, was a man of sterling qualities and was solicitous of the welfare of his friends and co-workers and their problems were his problems, to which he catered so generously and good naturedly. Our genuine sympathy is extended to those who survive him.

After many years spent by Conductor C. H. Nickerson at Provo Joint Yard switching, he decided to give it up to re-

sume main line service effective September 2nd. Main line conductor T. M. Waddell bid in the vacancy.

Engineer William Ralston after spending a large part of the summer at Martin in helping service, resumed driving the Provo Joint Yard switch engine, succeeding Dudley Gallagher who returned to main line service, made possible through the gradual revival in the transportation business necessitating the restoring of additional train and engine crews to keep abreast with it.



Mr. and Mrs. C. S. Granzman and Son, Idaho Falls. Mrs. Granzman is a Sister of Brakeman C. D. Martin, Utah Railway Company.

Provo Joint Shop employees, effective September 2nd, resumed shift 8 a. m. to 4:30 p. m., 5½ days per week, terminating Saturday at noon, after being on the daylight saving plan for the summer, during which period the regular shift began at 7 a. m. and terminated at 3:30 p. m.

Car Department employees will resume a six day per week program effective the 27th of September due to increased demand for revenue freight cars.

On August 21st Joint Shop employees of the Car Department A. F. Groneman and

W. Rita, departed for Camp Perry, Ohio, to participate in the National Small Bore Rifle Competition as representatives for this commonwealth in the Civilian Marksmanship Division and which competition took place between August 24th and September 13th with about two thousand men participating. In the National Team Match at ranges 200 yards off hand and rapid fire, 300 yards prone and rapid fire, 600 and 1000 yards prone and slow fire, Mr. Groneman made a high score of 268 and Mr. Rita 266 out of a possible 300 points. In the National Individual Match, the score was 268 and 270 respectively over the same course and positions. With such fine scores the team from Utah for the first time in history graduated into B Class. These men are able representatives in this wholesome sport which is financed by the Government and we feel proud of the achievement made possible by their fine marksmanship and no doubt these competitors will be heard from in future National matches.

Car Clerk George Mecham is again at his post of duty since September 23rd, after being away during the slow business months of summer.

K. H. Young, former locomotive fireman and later manager of the Utah Motor Company at Provo, now located in Salt Lake City, is the proud father of a fine seven-pound boy born August 21st.

Clerk and Stenographer W. M. Shepherd resumed his former position in the office of the Joint Agent effective September 16th, after being away during the summer due to depression in business.

Clerk and Stenographer H. F. Tucker vacated his position September 16th, resuming car clerk's duties in the Joint Agent's office.

After being off duty for some time due to reduction in force, Operator G. T. Harrison resumed "Second Trick" duties August 27th and Operator William Bates bid in the third trick job that was restored.

Brakeman C. D. Martin spent several days in Idaho Falls where he visited with his sister, Mrs. C. S. Granzman, and her husband and family. He also visited for several days with his daughters, Mrs. T. C. Woods, and her husband and family of Pocatello. This was the first time Mr. Martin had seen his grandson. The trip and visits were enjoyable and he reports good crops in the Idaho Falls District,

Mr. U. K. Hall, General Storekeeper for the Union Pacific System located at Omaha, was a caller on business inspecting the stores department at the Provo Joint Yard August 18th.

J. E. Taylor, Stockman, returned from a two-weeks' vacation during which time he took a trip to the Grand Canyon.

Jasper L. Woods, at one time employed at Kingmine as machinist and in the same capacity at Provo Joint Shops and



Mrs. T. C. Woods, Pocatello, Daughter of Brakeman C. D. Martin, With Her Small Daughter and Son.

later as Mechanical Foreman for the Los Angeles and Salt Lake Railroad Company at Cedar City, passed away August 27th at Salt Lake City after a six weeks' illness. Our sympathy is extended to his survivors.

The seasonal maintenance of equipment program, involving the conditioning of locomotives in the Provo Joint Shops, is about at an end and aside from engine 102 now in the shop, only engine 104 remains to be repaired. Several consolidated and 2-10-2 type engines were equipped with

various appliances, including Hancock inspirators on the left side in place of injectors, Standard tool racks for securing emergency tools in lieu of enginemen's portable tool boxes, and several all-metal steam-heated, electric-lighted cupolas or lookouts were constructed and installed on tenders of main line engines, air-operated instead of hand-operated fire doors, and one sludge remover to expel smudge from the boiler of a consolidated engine.

Mr. Dudley Cook, formerly employed by the Salt Lake and Utah Railroad Company at Provo and well-known by many of us at the Joint Shop, met with an irreparable loss in the passing of his wife, Eva McCracken Cook, August 25th, at the family residence, 107 North Eleventh West Street, Provo, Utah. We sympathize with "Dad" and the survivors.

Glen Allman, of the Joint Shops, and E. W. Conant, of the Store Department, and their wives, attended the Allman family reunion Saturday, Sunday and Monday, August 30th to September 2nd, at Kelly's Grove in Hobbie Creek Canyon. One hundred forty-eight, including one hundred two direct descendants of Thomas and Almira Allman, were in attendance from Provo, Salt Lake City, Price, Payson, Spanish Fork, American Fork, McGill, Nevada, and San Bernardino, California. Programs of music, readings, songs, speeches, etc., were furnished each day. Horse-shoe pitching contests, baseball games and various other games and sports were indulged in besides dancing enjoyed in the pavilion each evening. Bonfire and fishing parties were also featured. The oldest descendant in attendance was eighty-seven years old and the youngest was one month. The reunion was the most delightful and the most social ever held. Officers for the ensuing year were elected.

THE LEARNED PIG

By Dan Rice

I've seen the Learned Pig. 'Tis queer
To see a pig become a seer.
He knows his letters and can hunt
The alphabet without a grunt;
Can add, subtract, and knows the rule
As well as any boy in school;
By working with his head and snout
He finds the truth without a doubt
'Tis wondrous how a brute so low
Was taught by man so much to know!

HEALTH HINTS

Avoid drinking too much ice water.
Better not drink ice water if you can get some that is not quite that cold.

Get that physical examination if you have not already done so.

Have your teeth examined twice a year.

If you have headaches or your eyes become tired, have them tested. Perhaps you need glasses.

Avoid eating rapidly, especially when you have half-hour noons. Even then you have fully twenty minutes with which to eat. To eat rapidly without taking time to chew your food is sure to make trouble in time. Why not give yourself a chance to be well?

If something may fall on your foot and break a toe, wear safety shoes.

If you need goggles, your foreman will provide them. Ask him.

To protect your own glasses from flying particles ask your foreman for a pair of cover glasses.

"WOT'S DE USE?"

I smoke Camels every day
But I can't walk a mile.
My teeth are brushed with Forhans
An' I'm afraid ta smile.
I've got some arches in me shoes
But still me feet are flat.
I tink de guy wot writes de ads
Is talkin' tro his hat.

I switched me brand to Old Gold
An' den began ta cough.
I took me "tux" from Cedar Chest
An' had ta kill de moth.
I quench me thirst wid Clicquot
An' now I'm extra dry.
I tink de guy wot writes de ads
Would be afraid ta die.

I went upon a diet
An' gained a lot of weight.
Herpicide's upon me dome,
You ought to see me pate.
I shot some Flytox all around
An' bred a million flies.
I tink de guy wot writes de ads
Just lies, un lies, un lies.

I tink it's cheap ta sell yer name
Ta give a shaving soap some fame,
But every hero young or old
Is doin' it fer so much gold.
I weep fer dem an' sigh, O my!
I'd like a chance ta testify.

—Clarke Mays,
Testimonials at cut rates.

Railroad Accident Prevention

By W. R. SPETTIGUE

Chief Safety Agent, Union Pacific Railroad

It is my belief that the efforts of the railroads throughout the United States today in accident prevention are equal to that of any other industry throughout the nation and in some respects more. The few statistics given later will, I believe, justify this statement.

From state and federal reports we learn that during the year 1918, 9286 persons were killed from all causes on the American railroads. During the year 1928, ten years later, the number of persons killed from all causes was 6678, a saving of 2808 lives and a decrease of 28 per cent, a highly gratifying performance. There were 174,575 persons injured during 1918 from all causes on American railroads to the extent that each and every victim was incapacitated for more than three days. Ten years later, 85,570 were similarly injured, a decrease of 89,005 or 51 per cent, another highly gratifying achievement. Three-fourths of these fatalities and injuries were due to grade crossing and trespassing accidents over which the railroads had no control whatever.

The number of passengers killed in 1928 was but 16 compared with 261 in 1918, a reduction of 94 per cent in ten years, and from these figures it will be seen that the hazard of travel on American railroads today is negligible.

During the ten years ending with 1928 the number of employes killed while on duty yearly on American railroads has dropped from 3250 to 1243, a reduction of 61 per cent. The number injured annually has dropped from 155,418 to 69,692, a reduction of 55 per cent, reflecting as fine a piece of humanitarian work as ever was performed by any industrial enterprise in the world. You will likely ask how these results were achieved. They were achieved through improved methods of selection, training, supervision, design, construction, maintenance of track and equipment, a large part of which was brought about by the campaign for accident prevention.

Some of the steps the Union Pacific System is now employing in the prevention of accidents are:

First of all, employes, with the exception of common laborers, are required to

submit to a physical eye and ear examination before entering the service.

A set of Safety Rules, as well as a set of Operating Rules, has been compiled for officers and employes of the various departments of a railroad. The first three rules in these rule books read:

"Safety is of the first importance in the discharge of duty."

"Observance of the rules is essential to safety."

"To enter and remain in the service is an assurance of willingness to obey the rules."

All employes whose duties are in any way affected by the operating rules are examined on those rules before they enter the service and they must be re-examined every two years thereafter. Various classes of employes, including laborers, are given copies of the safety rules prepared for the department in which they are to be assigned and in all cases they are clearly given to understand that these rules must be read, understood and obeyed.

Employes of certain specified positions are subject to eye and ear re-examination every two years. Others are required to take physical as well as the eye and ear re-examination with the same frequency.

Employes whose duties are in any way affected by the operating rules must provide themselves with a high standard watch. The rules require that such watches must be examined every 15 days by an authorized inspector and in addition must be cleaned and oiled at least once every 18 months. These rules are rigidly enforced.

The Union Pacific System maintains a Safety Department, headed by a Chief Safety Agent and field staff on each of the four units of the system. Each unit organizes its own safety committees and of these there are 115 meeting and functioning monthly on the system. In addition, on each unit, there is a Central Safety Committee, comprised of the General Manager, who is chairman, and his staff. This committee meets every three months and gives consideration to suggestions which are referred to them by division committees and which contemplate changes in Union Pacific System's

common standards, changes in standard rules, changes in physical condition of the property, large expenditures, etc.

The personnel of the committees meeting monthly on each unit is comprised of officers, supervisors and employes of various departments. Employes are appointed to serve a period of four months. By this process all of the employes will at some time or other have served on safety committees, thereby giving them a real opportunity to gain an understanding of the objects and purposes of the safety movement.

Employes appointed members of safety committees are allowed pay for the time they lose attending committee meetings, and in event the meeting is held at any point other than a home terminal, they are allowed, in addition to time lost, their traveling expenses. The number of officers and employes serving on these committees varies from 15 to 50.

Employes when appointed to serve as members of committees are given formal notice of appointment. They are informed that safety suggestions are solicited relating to bad practices, bad conditions, hazards, violations of safety rules, etc. During the year 1928 the various committees functioning on the L. A. & S. L. submitted 1433 suggestions, about 90 per cent of which were constructive and upon which actual corrective measures were promptly taken.

To maintain interest in safety performances throughout the entire Union Pacific System, a contest is held annually between the various units, another between the fourteen superintendents' divisions of the system, another between the larger shops and larger switching terminals of the system—others between the smaller shop plants and smaller switching yard forces of each unit. These contests it is believed tend to create a friendly rivalry.

For meritorious safety service or records, suitable emblems are awarded to individuals and to various divisions and units of the system.

There are many evidences of desirable results from this activity, and any question that may be asked whether or not this campaign has been successful can best be answered by citing the fact that the Union Pacific System was awarded the Harriman Gold Medal by the American Museum of Safety of New York City for having reported the lowest frequency of fatalities and injuries to employes on

duty, passengers and persons carried under contract of any class one carrier in America during the years 1924, 1925 and 1926. The medal for 1927 and 1928 was awarded to the Union Pacific Railroad.—California Safety News.

MAKE SAFETY DEVICES SAFE

I think sometimes that the word "safety" as applied to a safety lamp is very much overdrawn all down the line, because we all know that the safety lamp and the principles of the safety lamp today are just the same as they were when the first lamp was invented by Davy, that is, the wire gauze. It is true that there have been some wonderful improvements in the safety lamp, but the principle of the lamp is just the same today as it was a hundred and fourteen years ago when it was first invented. We know that a safety lamp is safe only when it is in the hands of a competent and experienced man. A safety lamp is a very dangerous thing in the hands of an incompetent and inexperienced man.

Mining is not a hazardous occupation. It is those who are engaged in the operation of mining coal that makes it dangerous. Why do I say that, because the elements of danger that are present in coal mining are well known to every experienced and well informed mining man. We know how to overcome these dangers. We know how to protect ourselves against the hazards, runaway trips, broken couplers and broken cables, etc. We know how to do that, but do we do it? There is where the trouble all lies. It is the careless, indifferent, take-a-chance spirit that seems to predominate in those that are engaged in mining that makes it dangerous, rather than the occupation itself.

Statistics that have been kept by my company for twenty years or more prove conclusively that ninety-eight per cent of all accidents occurring in coal mining are due to carelessness and only two per cent are caused by unforeseen dangers. Therefore, ninety-eight per cent of all accidents occurring in coal mines, our coal mines, are preventable accidents.—Inspector Ed Flynn, Tennessee Coal & Iron Co., Pratt City, Alabama.

There is a destiny that makes men brothers,
None goes his way alone.
All that we send into the lives of others,
Comes back into our own.

Utah Railway Company Notes

Martin, Utah

By A. J. KIRKHAM, Correspondent

With the coming of September we naturally look for an increase in the output of coal from the various mines we serve, which in its natural order means more activity in the transportation department of our railroad. Additional train crews have been placed in service, these being necessary to move the tonnage offered. Three additional main line crews were put on during the month, together with an additional mine run crew at Martin. There are now three assigned crews working out of this terminal.

Chief Engineer Rathjens and Assistant Engineer Harmon have spent some little time in the district during the month, their interest being centered principally on the steel bridge at Consumers.

Work trains were placed in service on September 2nd, confining their activities to the load and empty yards at Mohrland for the first two weeks. They lowered the load tracks in order that cars can be more readily dropped from the load scale, also extended the load track connecting up with the main line thus giving additional load storage room which will now take care of the load output daily from this tippie without added service from the

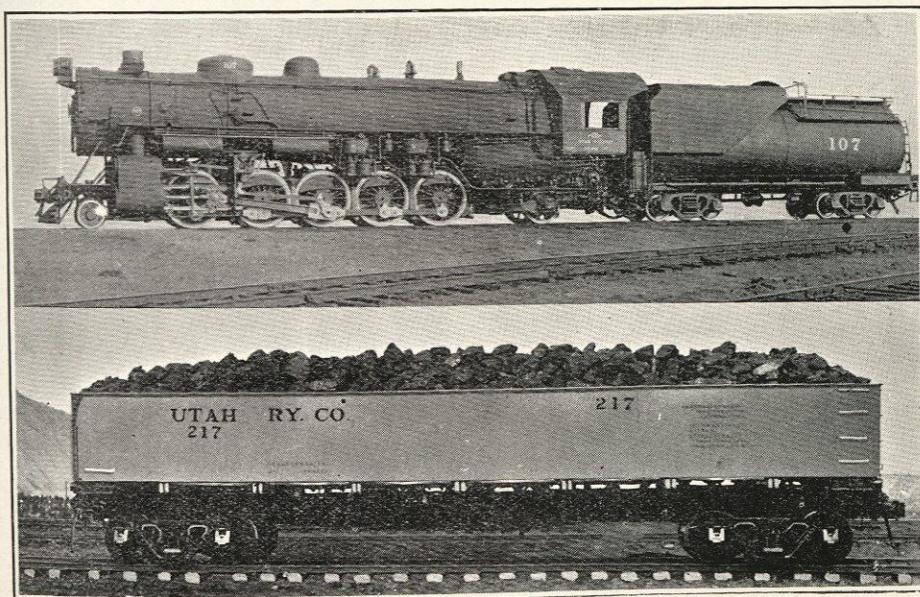
Kingmine yard engine. The past two weeks this crew's work has been centered on ditching some of the heavy cuts in the vicinity of M. P. 15 and 19.

The new sixty car passing track at Wild Cat, constructed during the late summer, is now complete and ready for service.

The new box car loading machine at the Kingmine No. 2 (Mohrland) tippie installed recently is the very latest improved type and will facilitate the loading of box cars at that point.

With the increase in business, conditions now warrant the return to service of one additional operator at Kingmine, and two operators at Martin; also Bill Clerk, A. L. Tucker, has been returned to service in the Agent's Office at Martin. Car and Motive Power forces have been increased accordingly and train and engine-men are being called back to work.

Fireman J. K. Smellie returned to service September 20th with first hand information that a young lady in Jackson, Ohio, had added his name to the one she already had. Fireman "Jim" will now have to step lightly.



Utah Coal—Reliable, Economical and a Payroll Builder

Employees who availed themselves of annual vacations during the summer were requested to submit in writing a summary of their experiences but it appears that the usual self-consciousness prevails among our railroaders and they seemingly turn the bashful side of their face to you and recite their stories in the sand house or car shop.

The news of the sudden and untimely death of our friend and co-worker, Mr. V. B. Hjortsberg, was received by employees in this district with much sadness as Mr. Hjortsberg was very highly respected by all employees who had made his acquaintance. As many employees as could possibly get away attended the funeral service at Salt Lake. Our sympathy goes out to the bereaved.

We are advised that an addition has been made to the family of Agent Opperman at Kingmine. This added member is "Miss Lassie" a thoroughbred Toy Boston Bull from the Intermountain Kennels at Salt Lake City.

The Peerless Coal Company have decided to open their property in Spring Canyon for the winter; their output is only four to six cars per day. Yard tracks have been put in shape for handling their output for the winter.

Weather conditions have been ideal during the month up to September 22nd; considerable rain fell on this date and for several days after. Snow has fallen on the higher points near Martin and Kingmine. Approximately five inches of snow fell at Soldier Summit on September 24th.

Material Accountant A. L. Dorsey spent several days in this district during the latter part of the month, looking over material supplies and checking up on items in stock.

Mrs. Harry Beard, wife of Pitman on the Ditcher Crew, presented Harry with a very fine daughter during the month. Mrs. Beard was formerly Miss Francis Johnson, daughter of Engineer C. F. Johnson.

Duck hunting season is nearing and from the way the boys are cleaning up the "shootin' irons" the ducks are sure to suffer in this part of the country.

Mrs. R. C. Sheldon, wife of Dispatcher Sheldon is visiting in Pueblo and Denver. "Bob" states that he doesn't mind as he eats down town.

Machinist A. S. Wahl, who is also Manager of the Avalon Hotel at Helper, recently installed one of the latest automatic stokers in the hotel heating plant.

"Skinny" states that his profession is a machinist and not a fireman, and he will let the "automatic" handle the coal this winter.

Mrs. W. B. Jones and sons, of Kingmine, spent several weeks in Salt Lake recently visiting with the dentist and eye specialist. While in Salt Lake Mrs. Jones received news of the death of her sister at Midvale.

Engineer Clark Menary recently fell for the hum of a new Marquette auto sedan. After trying out the new car, "Dick" says the hills are not too long or steep to easily slide over in high and save gas at that.

UTAH RAILWAY EMPLOYEE MARRIES

The Salt Lake Tribune of October 8th carried the following account of the marriage of Miss Fern Holbrook of Bountiful and Mr. Earl C. Mountford, per diem clerk of the Utah Railway Company. Mr. Mountford has been an employee of this company for the past eight years.

"The marriage of Miss Fern Holbrook, daughter of Mr. and Mrs. Ira C. Holbrook, and Earl C. Mountford, son of Mrs. Catherine Mountford, was solemnized Tuesday evening, October 7th, at 7:30 o'clock at the Holbrook home in Bountiful. Quayle Cannon officiated in the presence of the immediate members of the families and a few close friends. A large reception was held between the hours of 8 and 11 o'clock. The home was decorated with a profusion of roses. Tall baskets of the chosen flower formed an attractive background for the bridal party. The young bride was lovely in her wedding gown of ivory satin, empire style, and her long tulle veil was held in place with orange blossoms. She carried a shower bouquet of bride roses and lilies of the valley. Mrs. Evan Moss, matron of honor, wore a gown of old rose chiffon and carried roses and sweet peas in shades of pink. Miss Gertrude Smedley, maid of honor, wore green chiffon and Miss Letha Stoker, bridesmaid, wore peach-colored chiffon. Miss Elaine Rampton, bridesmaid, was gowned in white chiffon. The maid of honor and bridesmaids carried bouquets of sweet peas and roses in shades of pink and orchid.

"The couple will be at home in Salt Lake after October 20 in the Fairmont apartments."

A number of the Salt Lake City office force of the Utah Railway attended the reception.

Is the Foreman the Key Man?

By WILL J. FRENCH

Chairman, California Industrial Accident Commission

The foreman may or may not be the key man to safety. It all depends on circumstances, like so many other things. If the "set up" is right, he can lead in preventing accidents. If it is otherwise, he falls back in the procession.

We have read many times about the foreman and the key that is supposed to be in his possession. In fact the expression has become a slogan in safety ranks, and analysis is required if we are to find out all about the situation.

Slogans Not Always What They Seem to Be

Slogans are apt to become pests. Easily passed from mouth to mouth, attractive to the eye and pleasing to the ear, the slogan-promoter tills fertile soil. He may be a governor elected on a slogan of "economy." If successful, his usual practice is to slash established appropriations, without in any way reducing taxes. Many a fine department has been crippled. Lives have been lost, less aid given to the unfortunate, and the whole process of government as a medium of service has been abandoned.

The girl who does something that necessitates the front page is invariably "pretty." She herself would deny the soft impeachment. The reporter who has to cover a story writes about "the colorful scene," and generally it is as drab as rain on the desert.

So these comments have to open with a protest against the oft-repeated slogan that "the foreman is the key man to safety."

Foremen Must Have Higher Help

If the foreman is supported to the fullest extent by his superiors in office, and especially by the employer, and if his requests for money and equipment to make places of employment safe are allowed, then he should take first place. If he does not, then another foreman is the real protective device for the safety of the men under him.

If the foreman is hurried and handicapped, is told to take chances, is refused help in the safety campaign, and is continually warned that cost must be the first consideration and that life protection calls for money, he is in a desperate status. His key locks the front door

against all that makes safety possible. He is obliged to work with the imps of carelessness and negligence. He knows human beings will be sacrificed, that men will fall or injure themselves in the pace that is set, and all he can do to offset the evil of his surroundings is to quit. But this will probably do no good, for another foreman is waiting to step into his shoes.

The real key man is the employer. If he insists, if he organizes for safety, if he gives those instructions that leave no doubt in any man's mind, and then follows them up to see that everything is done, the executives under him have no escape and the good word permeates in all places where there is a single mechanic or employe. No other force is so dominant. The "boss" has spoken. His word is known to be his bond. Each superintendent and foreman must follow the lead, for it is realized the least failure will not be tolerated.

Powerful Safety Forces Rest in Foreman

The foreman, under favorable surroundings, holds a tremendously important place in the safety gamut. He is closer to the men. His supervision and contacts give him opportunities that no other official has. His keen eye can detect the unsafe way, or the missing goggles, or the violated rule. If he is stern and yet kindly in doing his duty, he will get results. His lead must be the object lesson, for employer and superintendent are likely to be away on other duties.

Just as soon as the men know the foreman is "sold" to safety, and that it is useless to slight or take risks, then the example dominates all in the ranks. Men want to keep their jobs. They begin to appreciate the watchful eye for their welfare. The occasional accident has been brought home in several ways by the alert foreman. He pictures the possibilities and the consequences if care is cast aside.

Discipline is the first aid to the foreman's key. Loud talking that means nothing, as is common with such talking, will retard accident prevention. Men soon glimpse the false note.

A foreman who is responsible and responsive, who studies safety, who learns the laws and rules governing the work

under his direction, who insists with the right measure of firmness, who sells safety to his associates because it is well worth selling, and who has the whole-hearted support of his "boss," possesses a key that is relatively as large as his employer's key, and one that can open more doors to safety because there are a larger number of doors available.

Foremen Need Continual Training

The competent plant safety engineer will see that the foremen are taught their relationships to safety. Some men must have this tuition, regardless of the positions they hold. "Instructions of Foremen" can be printed, meetings held, technical methods discussed, problems considered, the new employe given proper guidance, tools and equipment adequately inspected, cooperation and friendliness furthered, and the non-English speaking man directed into the paths of Americanization.

The "rush" that sometimes dominates foremen can easily be reflected in accident-haste. The foreman who imagines he is the fourth mate on a Mississippi River steamer, judging by his attitude toward his men, is likely to have long casualty lists. Each man likes to be treated as though he "belonged." This means that he prefers his name to a number, he appreciates ordinary courtesy, and he wants to be told what to do and how to do it.

A foreman should be taught the elementary methods of keeping accident statistics, so that he can ascertain where and how injuries occur.

The foreman is the main key man when he stands on absolutely sure safety ground.—California Safety News.

Salt Lake City Office Notes

By W. W. RAGER, Correspondent

Mr. E. E. Burke of the Fuel Company has returned from a vacation spent in and around Cheyenne, Wyoming, and Grand Island, Nebraska.

The chief topic of conversation just at present seems to center around duck shooting, the season having opened on October 1st. Wherever you go you hear snatches of conversation about "green-heads," "honkers" and "blinds." The relative merits of "12's and '16's" are much discussed matters. We note that some of our well known golfers are buying shells, boots, etc. How come?

Mr. H. A. Vent of the Accounting Department is enjoying his annual vacation.

Wednesday, October 8th, was Mining Day at the Utah State Fair. This day is always an important one to members of this organization and the offices were closed at 1:00 p. m. to allow employes to visit the State Fair.

The United States Smelting, Refining and Mining Company exhibit occupied a booth at the Utah State Fair. In a case near the front of the booth were exhibited finely mounted specimens of ore of commercial value; curious and attractive examples like dross were also displayed. Alaska had its place in the exhibit in the form of nuggets taken from placer ground. It was not necessary to use special precautions in preventing thievery of two anodes weighing four hundred pounds each. Mr. F. M. Wichman, engineer, Midvale Plant, worked out a very fine flow-sheet which was under glass in a large case in the back of the booth. The flow-sheet depicted the process of making raw ore into commercial products for shipment.

The United States Fuel Company had a most attractive booth in the State Fair. The mechanical force at Midvale put in a very fine fireplace; rugs, settees and easy chairs made the place very attractive. The piece de resistance was a painting of King "Coal" himself which occupied a prominent place over the mantle and which could be seen from all parts of the pavilion. Mr. Crawford demonstrated that pea coal can be burned in a fireplace economically and efficiently. The four grades of coal featured by the company, pea coal, nut coal, stove coal and lump coal, were attractively displayed at the sides of the booth.

Mr. Albert H. Ellett of the Accounting Department was number one of four successful applicants out of twenty who took the examination for admission to the bar of the State of Utah. He is now a full-fledged lawyer.

Good Dry Cleaning Fluid

Dry cleaning fluid to work properly, should be clear enough to read ordinary newsprint through 11½ inches of it, should have a sweet odor, should be light in color and free from moisture, fatty acids and alkali. These are some of a series of 11 tests for the use of dry cleaners to determine when their cleaning fluid is exhausted.

The Tommy-Knockers

By Samuel B. Ellis

(The Tommy-knocker is a gnome of the superstitious miner. He is said to be often heard tapping the rock in mines and some miners do not like to work alone for fear of meeting him.)

When I die (said the mining engineer) do not bury me at all;
Cache me on the bottom level, with a pick beside my pall;
Leave a candlestick and matches, then cave the stopes and drifts,
And I'll be a tommy-knocker for a hundred thousand shifts.
Yes, a jolly tommy-knock, always starting for a walk;
Always pounding on the rock, scaring honest Hunkies with my little
Tap, tap, tap—

Always listening for the blast 'till the pumps are pulled at last
And the bloody surface tenderfoots are routed from their nap;
Then the depths of earth will be lighted and we can see right through,
And all the lost bonanzas will be nuts for me and you.
Then we'll dig, dig, dig (if we've been good engineers)
Ore shot with chunks of metal, through all the happy years.
We'll have angels for muckers, who'll never ask for pay,
And the ore will stope itself, over—under—anyway—
Anyway, you say!

Oh, boy! Don't wake me up
And say, the men are striking and the tax collector's here,
And the bottom of the metal market's gone,
And how you've lost the ore-shoot, and all the other grief;
Just let me snooze 'till Gabriel blows his hawn!

An Incipient Miner

(From "Letters from Colorado," 1877)

A week I've been in Silverton,
Our friend and his train just gone
Across the Range, and Eastward bound
Over the same fair pleasure ground
That was to me one long delight.

Parted from him, and looking down
Upon the little mining town,
Find nothing bright in trim-laid-street,
After the winding trails we've crossed,—
In all the faces that I meet
Seem searching for a comrade lost.

Yet not without a theme for hope
Am wholly left, for mining schemes
Are floating in unmeasured scope
Among my busy waking dreams.
Your letter comes with warnings, late;
Already I am bonded over,
Have caught the mining fever—fate
Alone knows when I shall recover.

I've started right, engaged a "Mine-Expert"
To see surveys and magnify the dirt,
Note the assays and probe with learned eyes
To utter depths of mining mysteries.
Tho' in the abstract I do guess his meaning,
Cannot be sure to which side he is leaning—
Buyer or seller, may perhaps be sold,
But boughten wisdom should be worth some gold
Your logic fails to make my folly plain.
Being determined, all advice is vain.
I came to learn, and like an earnest scholar
In search of knowledge, scorn to grudge a dollar.
Success is but another name for pluck,
And cowards they who never try their luck;
Right hath he none who cannot well defend it,
"Nor money needs who knows not how to spend it."
—H. L. Wason.

Wagon Wheel Gap,
Rio Grande Co., Colorado